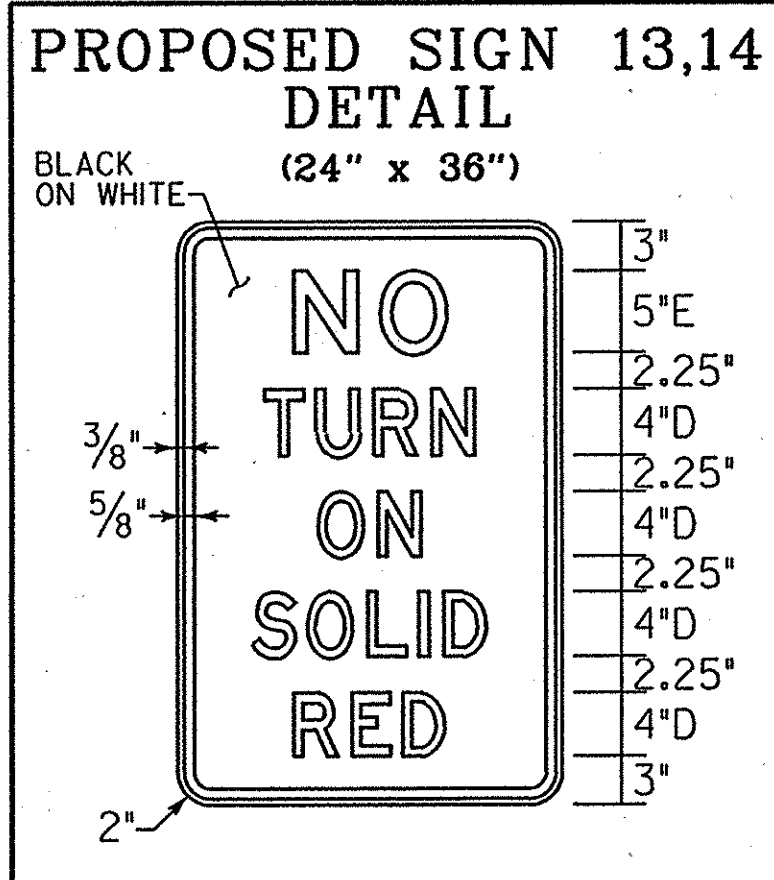


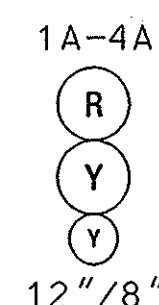
MD 547 IS ASSUMED TO RUN
IN AN EAST-WEST DIRECTION



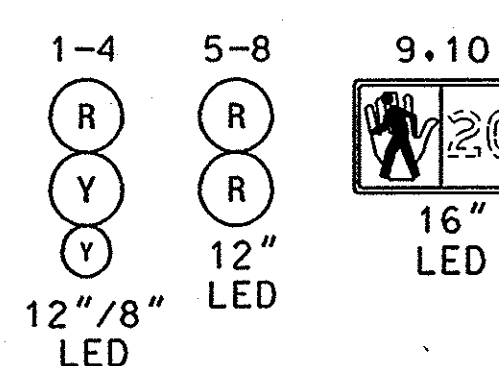
EXISTING
SIGNAL HEADS
TO BE REMOVED



EXISTING
SIGNAL HEADS
TO BE REMOVED



PROPOSED
SIGNAL HEADS



PROPOSED
SIGNS



NEMA PHASING



PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

SPECIAL NOTES:

1. THE CONTRACTOR SHALL NOT BLOCK VIEW OF EXISTING SIGNAL INDICATIONS DURING INSTALLATION OF MAST ARM. IF NEW MAST ARM CANNOT BE INSTALLED DUE TO CONFLICT WITH EXISTING MAST ARM, A SIGNAL OUTAGE SHALL OCCUR DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.
2. THE TACTILE ARROWS FOR THE AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTONS SHALL BE LOCATED PARALLEL TO THE CROSSWALK FOR WHICH THEY APPLY.
3. DISCONNECT EXISTING ELECTRICAL CABLE FROM EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED AND RE-CONNECT TO PROPOSED AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON.

GUY
TELEPHONE 20'-4"
CABLE 22'-10"
SECONDARY 28'-7"
SECONDARY 29'-2"
PRIMARY 34'-1"

SEE SPECIAL
NOTE 3

SEE SPECIAL
NOTE 1

SEE SPECIAL
NOTE 3

TELEPHONE 19'-10"
TELEPHONE 21'-0"
CABLE 22'-0"
FIBER 23'-11"
SECONDARY 27'-10"
SECONDARY 28'-4"
NEUTRAL 29'-2"
PRIMARY 34'-1"

TELEPHONE 20'-0"
TELEPHONE 21'-0"
CABLE 22'-0"
FIBER 23'-8"
SECONDARY 27'-10"
SECONDARY 28'-0"
NEUTRAL 29'-2"
PRIMARY 34'-1"

GENERAL NOTES

1. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCE AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
2. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
3. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
4. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
5. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL NOTIFY OTHER CONTRACTORS OF THIS WORK.
6. REFER TO SHEET 2 FOR DIMENSIONS OF SIGNAL EQUIPMENT WITHIN INTERSECTION.

CONSTRUCTION DETAILS

- A. INSTALL 16 FT. (15'-0" T) STEEL POLE WITH A 70 FT. MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS, POLE MOUNTED CABINET AND CONTROLLER AND ELECTRICAL UTILITY SERVICE EQUIPMENT (120/240 V, 60 AMPS). THE STEEL POLE, MAST ARM AND ANY EXPOSED BOLTS, NUTS, ETC. SHALL BE PAINTED BROWN (FEDERAL COLOR NUMBER 595a-20040). (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
- B. USE EXISTING PEDESTAL POLE AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON.
- C. USE EXISTING PEDESTAL POLE AND INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD AND AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON.
- D. REMOVE EXISTING STEEL MAST ARM, SIGNAL HEADS, POLE MOUNTED CABINET AND SIGNS. REMOVE FOUNDATION 12 IN. BELOW GRADE. SHA FORCES TO REMOVE EXISTING CONTROLLER AND ALL AUXILIARY EQUIPMENT.
- E. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
- F. PROPOSED OVERHEAD ELECTRICAL SERVICE.
- G. USE EXISTING HANDHOLE.
- H. USE EXISTING CONDUIT.
- J. USE EXISTING HANDHOLE. DISCONNECT AND PULL BACK EXISTING INTERCONNECT CABLES FROM EXISTING CABINET AND RE-FEED IN NEW CONDUIT TO PROPOSED POLE MOUNTED CABINET AND CONTROLLER.
- K. CAP AND ABANDON EXISTING CONDUIT.
- L. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOPLINE).
- M. REMOVE EXISTING PAVEMENT MARKINGS BEYOND STOPLINE.
- N. REMOVE EXISTING PAVEMENT MARKING (STOPLINE).
- O. RELOCATE EXISTING GARRETT PARK SCHOOL SIGN AND SUPPORT.

**LEGEND OF UNDERGROUND
AND OVERHEAD UTILITIES**

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

WR&A
Whitman, Reardon
and Associates, LLP
801 South Caroline Street
Baltimore, Maryland 21231
(410) 235-3450

REVISIONS		APPROVALS	
C. INSTALL SIDE STREET SIGNAL INDICATIONS CONTRACT NO. AT7285185 2/14/06		TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION	
B. REBUILD TRAFFIC SIGNAL CONTRACT NO. AT3655185 7/04		ASST. TRAFFIC ENGINEERING DESIGN DIVISION	
A. REBUILD HAZARD IDENTIFICATION BEACON 9/98		CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION	
SRB NML		DIRECTOR, TRAFFIC & SAFETY	



MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
MD 547 (STRATHMORE AVE.) & KENILWORTH AVE.

DRAWN BY: T. ZAYDEL	F.A.P. NO. AT3565185	TS NO. TS-3723C	SHEET NO. 1 OF 2
CHECKED BY: D. SHMID	S.H.A. NO. MONTGOMERY	T.I.M.S. NO. H434	
SCALE: 1" = 20'	COUNTY: MONTGOMERY	LOG MILE: 15054700.67	
DATE: 7-1-97			